Electric Road to Montague—Line Will Probably be Built Soon From Lake Pleasant and be Operated by the Greenfield and Turners Falls Street Railway Company.

It can be stated with much positiveness that Montague town will, before the season is over, be connected with Greenfield, Turners Falls and Millers Falls by the building of an electric road from Lake Pleasant to Montague, a distance of about two miles. Three important factors favor this extension of the broom-stick line facilities—leading citizens of Montague Centre and Turners Falls, the present electric road company and a knot of men recently organized as the Bay State Construction company, who will put in their bids with others for the work of construction. The plan of the whole thing is well outlined in the following petition, which has been presented to the Greenfield and Turners Falls street railway company:

Many of the citizens of Montague Centre and Turners Falls, being desirous that an electric railway be built from Montague Centre to connect with the Greenfield and Turners Falls Street Railway company at Lake Pleasant, hereby present the following propositions for your consideration.

1—That a corporation to be called Montague Street Railway company, be formed in said town of Montague, a franchise secured, as well as the sanction of the Massachusetts railroad commissioners, and the railway built.

2—That after the necessary funds to build said railway have been pledged and before the work of construction is begun, a lease embodying substantially the preliminary agreements be executed between said Montague Street Railway company, party of the first part, and said Greenfield and Turners Falls Street Railway company, party of the second part, as follows:

First:—Said party of the second part shall lease said railway for a term of at least 10 years.

Second:—Said party of the second part, at the expiration of said lease, shall have the option of renewing said lease for 10 years at the original cost of Montague Street Railway's property at the original cost of the same.

Third:—Said party of the second part shall guarantee to buy at original cost said Montague Street Railway company's property at the expiration of 20 years from date of first lease.

Fourth:—Said party of the second part shall agree to operate, as hereinafter provided, maintain, keep in repair track, road-bed, bridges and overhead equipment of said Montague Street Railway company, forever.

Fifth:—Said party of the second part shall agree to run the same number of cars daily from Lake Pleasant Station to Montague as are run daily over the tracks of the second party from Lake Pleasant to Millers Falls.

Sixth:—Said party of the second part shall agree that the rate of fare from Montague to Turners Falls shall at all times be the same as from Millers Falls to Turners Falls.

Seventh:—Said party of the second part shall agree that the rate of fare from Montague to Lake Pleasant or any fraction thereof shall be five cents.

Eighth:—Said party of the second part shall agree to pay quarterly to said party of the first part 40 per cent. of the gross receipts derived from operation of said Montague Street Railway company's property.

Ninth:—Said party of the second part shall agree that the receipts derived from operation of said Montague Street Railway's property shall be kept separate from receipts derived from operation of the Greenfield and Turners Falls Street Railway's property, and that a book or books containing account of said receipts shall at all times be open to the auditors of said Montague Street Railway company.

Tenth:—Said party of the second part shall agree to assume all risks, damages and liabilities on account of operation of said Montague Street Railway company's property.

This matter has all been carefully worked out and there seems to be every assurance of success for the project. Those who are backing the projectors and who will subscribe largely to the stock calculate that the business on the new line will about equal that on the Millers Falls division. The official returns for the Millers Falls division show the gross receipts for the year ending Jan. 1, 1899, have been $7014. The average gross receipts for days in June, July, August and September were $41; for days in the other eight months, $11. The per cent. of receipts for the four months to the total for the year was 65.7 per cent. The estimated receipts of the Montague Street Railway company based on gross receipts of the Millers Falls division just quoted, estimated one-half for the four months and the eight months would be $3807. Taking out 40 per cent. to stockholders as $1522, and State tax, excise tax and clerical expenses and incidentals as $313, there remains $1200, sufficient for an 8 per cent. dividend. This is very conservative estimating. The estimated cost of building the road is $15,000. The proposed route of the extension is across the tracks of the Fitchburg Railroad company near the Montague station. The tracks of the Fitchburg road may be crossed by a bridge and this would make the cost somewhat more than was at first thought would be necessary.

In a general way the petition covers what the Greenfield Street Railway will probably decide to agree to, but it is doubtful if they will wish to, or be allowed by the State commissioners, to agree to purchase the property as mentioned 20 years after the date of the first lease. It is also very doubtful if the bridge which has been mentioned as included in the estimate of cost of construction will have to be built. It is probable that the present overhead bridge near the Montague station can be utilized, after being properly strengthened by girders.

The construction of the road will be little less than a godsend to the people of Montague town. At present they are a mile and a half from the steam railroad, at Montague station, and this is their only means of connection with the world. So they are largely dependent upon horse-flesh. The number of people who will be accommodated by the electric line is considerably larger than that accommodated by the Millers Falls branch. The precinct of Montague which will be available has about 225 voters.

Last evening a meeting was held at the Peskeompskut club at Turners Falls. The leading business men and men of influence of that town and Montague attended and were enthusiastic over the project. Considerable stock was subscribed to.

Electric Road to Montague — Line Will Probably be Built Soon From Lake Pleasant and be Operated by the Greenfield and Turners Falls Street Railway Company. Article explaining in detail the purpose of the municipally owned Montague Street Railway Company and the specific terms under which it built the Lake Pleasant line to lease to the Greenfield

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